

THE OUTCROP.

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 Advertising Rates: Display ads, 10 cents per line per month. Legal ads, 15 cents per copy. Line for first insertion and 10 cents each additional day. Long notices 25 cents per line each issue. Twenty day legal notices, 10 cents. Yearly \$1.50. Thirty days, 5 cents.

W. P. SEARS,

Publisher and Proprietor.

WILMER, B.C., THURSDAY, MAY 15, 1902.

It now costs every man "the drinks for the house" who says "Peterborough" in Wilmer.

An Ottawa despatch stated there was considerable dissatisfaction over Sir Richard Cartwright's bill to amend the Immigration Act. The proposal to increase the poll tax has been dropped and instead the Province is to be given 50 per cent of the annual collections.

This may not be taken as a final result of the labors of the Chinese commission, as it may be dealt with in another way even before this session closes.

We have been informed that Hon. E. W. Aylmer has left Golden for Ottawa. While we do not know what his mission is it is quite probable that he will endeavor to get the Government there to appropriate a sum of money for the working of the dredge on the Upper Columbia river this season, the necessity of which has been repeatedly pointed out. Just why an appropriation did not appear in the estimates has not yet been explained, and it certainly seems strange that the work that has been carried on for several years should thus be abandoned. Especially so, seeing that every season the navigation on the river has materially increased both in volume and necessity. If this is Mr. Aylmer's mission it is to be sincerely hoped he will meet with good success.

It has been and will be for a long time to come a difficult matter for the Provincial Legislature to provide all the roads, trails, etc., needed. We have before also stated that any company building a road to a mine be allowed the tax on all ore coming over the road until they are paid for their outlay, which we believe is feasible. But a more difficult problem is how can a set of men who build a road for public convenience be returned their outlay. We will not attempt to suggest a remedy, but something should be done to compensate men with such enterprise. Everyone will agree that the toll system is not at all a desirable one, yet neither is it desirable that the public should utilize the "charity" of a few enterprising individuals. Charity may seem a harsh word, but is it not a correct one in such cases?

The Provincial Legislature has altered and signed the Canada Northern Railway contract. The alteration being the lands granted in the subsidy under the Land Act, and thus open for settlement by settlers on the payment of from \$1 to \$5, according to classification. The contract for the Coast Kootenay railway was also signed with McLean Bros. of Vancouver.

Those members of the Government who at the time of the last election announced themselves as against land grants to railways will have a warm time when next they visit their constituents. Many of them, if not by far the greater number of the Government, declared themselves opposed to land grants, and it now remains to see how they will excuse themselves if the bill passes.

The arguments for and against land grants are worn, thread-bare, and it seemed at the last election that the majority of the electors did not favor grants, that is, if we are to judge by the expressions of the various candidates.

Perhaps, there is no stronger argument to be advanced against land grants at the present time than the over-taxation of our metalliferous mines. If a railway company can sell one million acres of land at from \$1 to \$5 per acre, why can't the Government? Then they could reduce the taxes on our mines. Of course, the railways must be built to make the land saleable.

The reason the railway chartermen want land grants is that they can always borrow money on land very easily in England or elsewhere. But if these railways must be financed by the Government, borrow the money on the land and give it as a bonus, and pay it back from sales of the land? There have been many such schemes advanced, but they seem too feasible for the wily politicians to pass up.

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OUR ORE SHIPMENTS

Following is the number of pounds of ore shipped from the Windermere District and the value so far as we have been able to ascertain, which will be augmented shortly:

Mine	Pounds	Value
Paradise.....	1,208,310	
" In transit	300,000	
Delphine.....	73,831	\$3,529.25
" In transit	135,500	
Red Lion, in transit	102,000	
Swansea.....	4,000	
White Cat.....	2,000	
Silver Bell.....	29,500	1,155.00
M. T. Fraction.....	24,000	2,332.25
" In transit	45,000	
Byanan.....	1,000	49.00
	2,345,141	\$7,261.50

ONLY ONE WAY

"My boy," said Uncle Hiram, once while giving me advice,
 "The saw that doesn't wait for the one that cuts the log,
 The saw that does apply itself, within its narrow groove,
 Will soon or late fulfill its work by keeping on the more.
 When full way through, ten-fall-out may leave it like a log,
 To leave the place that needs it gone and seek a thimble spot.
 But shifting sands will learn, all right, when failure they receive,
 There's many a way of doing things, but only one way's right!"

"And here in mind, my boy, I know life, if tempted to be quick,
 Success is but a second snap, the math of work,
 A lubricator tried and true and no expense oil,
 And Fortune's smile is rarely won except by honest toil.
 A safe course cut to Fame or Wealth has never yet been found,
 The men upon the heights today are those who've gone around
 The longer way, inspired by the saying, somewhat true,
 There's many a way of doing things, but only one way's right!"

I knew my Uncle Hiram had solved a most momentous problem;
 I knew him as an honest man who practiced what he preached;
 And so I paid the lesson learned, and rapid attention gave,
 When in an odd afterthought, he said: "My boy, be brave!
 Act well your part; tenaciously to one straight course adhere;
 Though men declare you're in a two-work on, and never fear,
 You'll realize, when you, at length, have reached a permanent height,
 There's many a way of doing things, but only one way's right!"

—Roy E. Green.

Dr. Dow To Girls.
 In one of his sermons Dr. John Dow gave the following good advice to the young ladies of our church:
 "The blazon, bright-eyed, rosy cheeked, full-breasted, buoyant lass, who can darn a stocking, mend a corset, make her own fires, command a regiment of pots and kettles, feed the pigs, sing wood, milk cows, wrestle with the dogs, and be a lady without in 'company' is just the sort of girl for me, and no other worthy man to marry."
 "But you're young, moping, killing, screw-up, weep-mech, long-haired, consumptive-morose, monomaniacal, novel devouring daughter of fashion and idleness, you are no more fit for matrimony than a piglet is to be a member of a family of fourteen chickens."

"The truth is, my dear girls, you want more liberty and less from outside restraint, more kitchen and carpenter, more leg exercise and less sin, more binding and less piety, more freedom and less mock modesty, more intellect and less back. Loose yourselves a little, enjoy more liberty and less restraint by fashion, breathe the pure atmosphere of freedom, and become something as lovely as beautiful as the God of Nature designed."

The following passage from an unknown exchange contains just about all of wisdom and sound sense: "What helps one, helps all. The thing to do is to stand together and help one another."

Help the town and you help yourself. The prosperity of one is the prosperity of all. Pull down your neighbor and you hurt yourself. Put a wire across the path of progress and you break your own neck. Jump onto the rich man and you'll be poor indeed. Oppress the poor and you'll suffer from poverty. Be impudent, big-conceited, broad-gauged. There is nothing finer in the world, the people and the nations, more than the presence of the narrow, confined, and honest. There is a blue print of a very hard, almost impossible, but for his own or any other one's comfort."

A Kansas editor makes this appeal to delinquent subscribers: "Then into your pockets and dig for the dirt of the shame of having a letter agent here or there. We've trusted you for so many months, and did it with a smiling eye, not getting the complaint and taking us for a while. Our wife she needs a dress. Young needs a hat, so does Kate and Jess. But is the big time, Fanny's sick with grief, and all good advice, can't you give a little help? Such are those who let their free those things from the house and when we have have better things. And when we have patches on the house, I am sure, will be much more than the best and we will be done. But it is a fact that all every day, long gone to school, have taking more family papers than the family wants to read; but how to find the money and the way to help out, then to come and find me for the solution in the right place. I am sure."

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TH. G. GORDON, Prop.

Petrified Ships

Vancouver, World.

The story of the discovery of two petrified ships high up on the range of the rocky mountains in the north, which started the western world a few weeks ago, is again brought forward by the arrival of F. F. Lischke of Koyukuk, who first told the story. Mr. Lischke arrived in Vancouver by the City of Seattle from Shaganay. He tells a story—a wonderful story—which is one of the most interesting ever brought out of the great region of the north, from which has emanated so many weird and unique tales.

"So you want to hear about the petrified ships?" was the enquiry with which Mr. Lischke mildly interrogated the reporter, when approached for an interview. The man from the north has lately come out of the Koyukuk country where he has been running a newspaper. He is above the average in intelligence.

"Well I will tell you all I know about it, and I believe the story is correct. The Indians brought the news, as we call it—but it is an old story with them—to Fort Yukon, and to substantiate their assertions produced stone utensils which they claimed were taken out of one of the vessels. The agent of the N. P. T. Co. at Fort Yukon, H. R. Mountford, is also a firm believer in the tale and in the spring intends to investigate. Moreover, the Indians are an intelligent lot, and the same who have been killing as pilots on some of the Yukon river boats.

"The point where the two ships are said to be located is beyond the Arctic circle, upon where they take a turn and veer to the westward. Fort Yukon is situated just on the Arctic circle, just at the arch of the bow where the Yukon river takes its farthest run northward. The Fort is at the confluence of the Yukon and Porcupine, and to reach the place told by the Indians one must travel 150 miles up the Porcupine to an old Indian's Bay station, and then go north toward the Arctic ocean 100 miles.

"It is a country practically unexplored by the white man, but is known by the Indians, who have travelled the whole extent between where civilization extends in the north and the ocean at the top of the continent. Almost at the highest ridge of the mountains the ships are said to be located. One is lying on its side, protruding from the gravel, while the other is nearly upright and unharmed. They are about 200 yards apart. In the upright vessel the Indians made a hole and entered; the hull, they say, about eight inches of distance utensils were found, and there were taken out. What is one of the most wonderful points of the story is the size ascribed to the discovered boats, measuring of them the Indians say the boats they have seen on the Yukon river are but skin canoes in comparison.

"To make more interest cling about the unique story," Mr. Lischke continued, "are the other tales which the Indians bring from this region. There, they say, is a petrified forest, and great leaves bigger than an ordinary ship's boat can be found. About 10 miles north the Arctic ocean from where the ships are, is a monster glacier, 100 to 200 feet in height, from which enormous small rivers flow in the summer. It is one massive mountain of ice, and I believe they may have been melted out of one of these glaciers."

It would take about 10 weeks to cover the return distance between Fort Yukon and the place, Mr. Lischke explained, and he would have gone up himself if he saw any way in which he could make good the enquiry. Mr. Mountford, who is well acquainted with all the Indians, believes the story and in the spring is to get a small expedition to go into this wonderful country. The Indians state this is not a new discovery, but has been known by them a long time and had become a matter of everyday concern to them that it was not mentioned in times of wonder.

Mrs. E. and M. Bay and A. M. Stellan came upon yesterday's boat and will go to work at the Fairview mine.

"Come from behind the rocks, and you'll find you in short order," shouted a Highlander to the Bears at a recent battle in South Africa. The Bears shouted back, "If you come from behind the Canadiana we'll clean you up in no time." Credit to the Canadiana. *Bye, Bye, Bye.*

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store, general store, saw mill, livery stable, hotels, etc. The Presbyterian and
Roman Catholic denominations are represented. It is the headquarters from
which the Paradise and Red Line mines are operated.

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Steamboats leave Golden on the Canadian Pacific Railway every
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